

NCDOT Rail Division

# The Rail Report



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## State's *Piedmont* Passenger Rail Service Resumes Operations

*Daily service between Charlotte and Raleigh increases schedule options*



Now people traveling between Raleigh and Charlotte have an additional schedule option on board *Piedmont* trains 73 and 76.

Previously, the N.C. Department of Transportation had suspended operations of the state-operated [Piedmont passenger rail service](#) due to the impacts of COVID-19.

Passengers on board *Piedmont* train 73 will leave Raleigh at 6:30 a.m. before arriving in Charlotte at 9:40 a.m. Later that day, train 76 will depart Charlotte at 3:15 p.m. and arrive in Raleigh at 6:26 p.m. People can also travel between Charlotte and New York on board [the Carolinian](#).

To ensure passenger and crew safety, Amtrak has enhanced cleaning procedures in place and is requiring

that all customers in stations, on trains and thruway buses wear facial coverings. In addition, Amtrak is limiting the number of riders per train to make sure passengers can safely social distance.

Passengers with reservations can modify their trips [on Amtrak.com](#), or find their reservations on the home screen in the Amtrak app. To cancel a reservation with no fee, passengers must call 800-USA-RAIL and speak with an agent (not available via Amtrak.com or the app). Amtrak is waiving all change fees until Sept. 30.







## Traveling Safely Onboard NC By Train

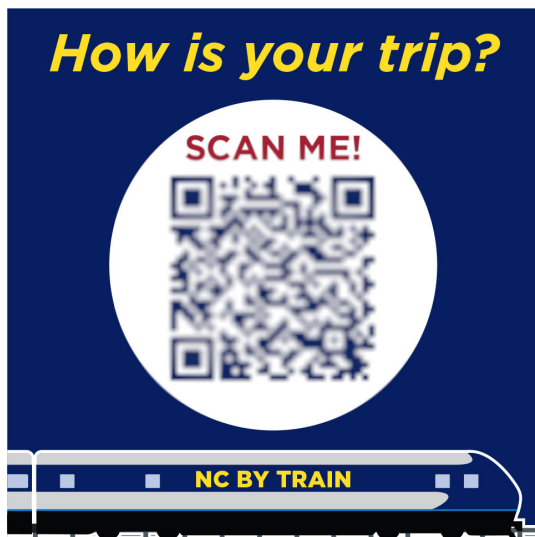
At stations and on trains, precautions are being taken to ensure the safety of our passengers with enhanced cleaning procedures and social distancing. Masks are required both in the stations and on trains.

## Rail Division Awarded Grant Funding

NCDOT's Rail Division has been [awarded up to \\$80 million in federal grant funds](#) through the Federal Railroad Administration's (FRA) Federal-State Partnership for State of Good Repair Program (Partnership Program).

The federal funds, announced in May, will be used to purchase six locomotives and 13 passenger coaches to replace existing state-owned equipment that is 30 to 60 years old. The project is the second phase of NCDOT's equipment procurement program, building upon a previous Partnership Program award of \$76.8M in March 2019 to purchase 13 coaches.

Together the grants, totaling \$156.8M, will include the purchase of six locomotives and 26 coaches to support the Piedmont service.



## Passenger Surveys Go Touchless

Participating in our passenger survey has never been easier – no paper or pens are needed. Passengers simply use their phones to scan the QR code found on stickers on the train windows. The survey will open and can be filled out quickly and easily from the phone.

All passengers are encouraged to participate. Let us know how we are doing. Your voice matters as we work to make NC BY TRAIN the best service possible.



## Calling All Train Fans!

### *Activities for Kids from Amtrak*

For parents looking for fun and engaging activities for children while at home, visit

[amtrak.com/activity-center](https://amtrak.com/activity-center).

The website offers a full fleet of train-related activities for kids grade K-5.



## Developer Selected for Charlotte Gateway Station District



*7th Street looking south toward the block that will be the primary station area for the City's mixed-use development.*

In March, Charlotte Gateway Partners LLC was chosen by the City of Charlotte to develop the Gateway District which includes an Amtrak station/multimodal transit hub and mixed-use development areas. The station will be built on city-owned property surrounded by West 6th, North Smith and West 9th streets. Additionally, adjacent property owned by NCDOT will be part of the overall thirteen-acre development.

Charlotte Gateway Partners LLC is a joint real estate venture between Charlotte-based developer The Spectrum Cos., and Washington, DC. real estate firm Republic. They were chosen from a final list of three groups responding to the city's request for proposals for the project.

"Selection of this group is an important step towards making Phase II of the Charlotte Gateway Station vision a reality," said Rail Division Director Jason Orthner.

"The department and City of Charlotte have partnered for

many years to bring the city's Amtrak station into the heart of Uptown Charlotte. With improvements to all stations along the Piedmont corridor, including the opening of the new Raleigh Union Station in 2018, completion of the Charlotte Gateway Station will bring the best in services and amenities for passenger train service to North Carolina's largest city."

Phase 1 construction of the track and platform infrastructure is underway and expected to be finished in 2023.

## Charlotte Gateway Station – Phase I Construction Update



*P&N bridge deck work*

The Charlotte Gateway Station Phase 1

project is targeted for completion in 2023.

The scope includes bridges to support passenger rail tracks, a center island with a level-boarding platform, plus railroad track and signals.



## ***Charlotte Gateway Station – Phase I Construction Update continued***



*6th Street bridge construction*



*Setting girders at 4th Street bridge*



*Installation of 4th Street bridge diaphragm*

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## **Arthur Petteway Retirement**

Arthur Petteway retired from NCDOT on Aug. 31 after 32 years of excellent service. He began his career with the Santa Fe Railway as an Engineering Aide and left as a Roadmaster seven years later. Arthur started his NCDOT career as a Traffic Control Design Technician in Traffic Engineering before moving to an Assistant Resident Engineer position in the Division 5 Construction Unit. He then spent several years in the Structure Design Unit working on bridge design and construction projects. Arthur then transitioned to the Rail Division for the first time and spent 10 years working in the Engineering & Safety Unit with his latest duties as the Engineering Services Manager overseeing Traffic Separation Studies, crossing closure and mitigation projects and engineering consultant coordination. Arthur moved to the Professional Services Management Unit in August 2009 where he served as a project engineer for the multimodal area. He was responsible for aspects

such as advertising to scoping and contracting for private engineering firms utilized by the multimodal unit. From there, Arthur returned to the Rail Division, first working in the planning area for two and half years providing oversight for environmental and planning studies. Over the last three years, he has been the Data Analysis & Inventory Manager. In this role he oversaw crossing, safety, freight and passenger rail data analysis, including the federally mandated Highway/Rail Crossing Inventory Program. Arthur is a graduate of N.C. State University and a licensed professional engineer in the State of North Carolina.





## CCX Construction Update, Rocky Mount



Construction continues on the Carolina Connector (CCX) intermodal terminal. Significant grading, utility and paving activities are finished. Construction of the yard track and buildings are underway and mast light installation has started. The cranes have been delivered and are now on site awaiting installation.



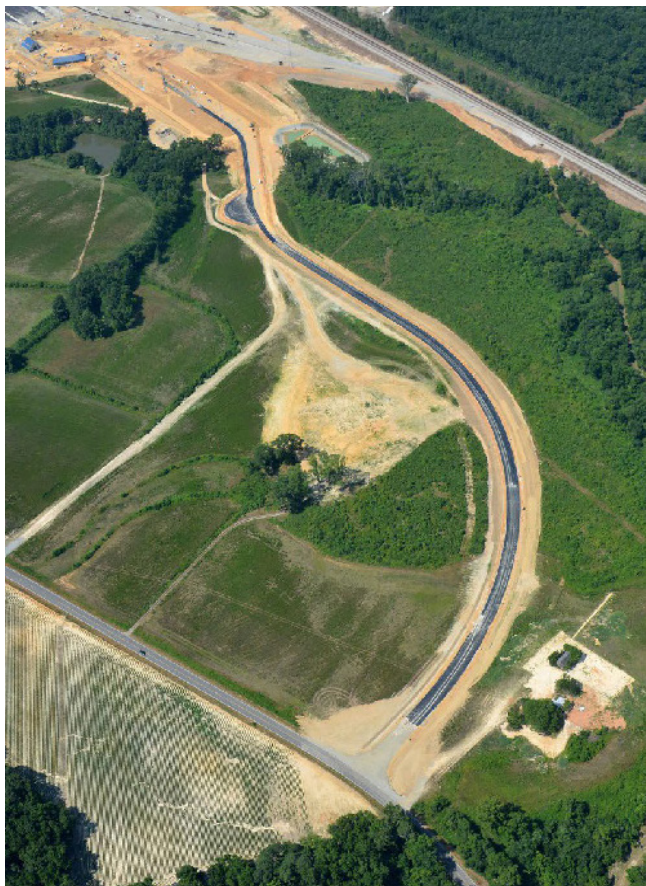
*Crane delivery from Europe to Port of Wilmington*



*Aerial view of terminal site looking west*



## CCX Construction Update continued



*Terminal Drive looking west*



*Terminal South lead, looking north*



*Roadability Building construction*





Administration Building

## NCDOT and the Blue Ridge Southern Railroad Improve Crossing

Through the Freight Rail and Rail Crossing Safety Improvement Fund (FRRCSI), the Rail Division partners with railroads around the state to improve road surfaces at grade crossings for vehicles and trains. A crossing on the Blue Ridge Southern Railroad is profiled in this issue.

This crossing is on Roberts Road in Asheville. NCDOT's Division 13 Buncombe County Maintenance and Rail Division, along with the Blue Ridge Southern Railroad contributed to this crossing improvement.

The original asphalt and timber crossing surface was deteriorating and the asphalt patching. Lag bolts were sticking up above the crossing surface, creating a rough ride for drivers.

The crossing was upgraded to a modern asphalt and rubber rail seal surface, providing a much improved crossing surface for traffic on this road.



Roberts Road before improvements



Roberts Road after improvements